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REFERENCES:

ATTACHMENT TO L-4353
30 OCTOBER 1967
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PORT CONGESTION
HAI PHONG, NORTH VIETNAM
2051N 10641E

1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS A LARGE BACKLOG OF GOODS AND EQUIPMENT IN THE HAI PHONG PORT [REDACTED] AREA OF NORTH VIETNAM. THE MODES OF TRANSPORTATION ASSOCIATED WITH THE TRANSSHIPMENT OF THIS MATERIEL ARE ALSO DEPICTED.

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2. MISSION READOUTS:

PHOTOGRAPHY [REDACTED] REVEALS A PORTION OF THE CHAMBER OF COMMERCE WHARVES WHICH SHOW CONGESTION GENERALLY TYPICAL OF MOST OF HAI PHONG PORT. MOST OPEN STORAGE AREAS ARE COMPLETELY FILLED AND MATERIEL IS BEING STORED IN THE STREETS.

THE STATUS OF THE LINES OF COMMUNICATION FROM HAI PHONG ARE AS FOLLOWS:

HIGHWAYS -- THE INTERDICTION OF SEVERAL HIGHWAY BRIDGES OVER THE SONG DAO HA LY (NAVIGATION CANAL), THE SONG DAO LACH TRAY (RIVER), AND THE SONG TRAM BAC (RIVER) HAS STOPPED TRAFFIC FROM LEAVING THE CITY EITHER ON ROUTE 5 WESTWARD TO HA NOI OR ROUTE 10 SOUTHWARD TO NAM DINH. ALTHOUGH GOODS CAN BE FERRIED ACROSS THE RIVERS, THE PROCESS WOULD BE VERY SLOW.

RAIL -- THE RAIL BRIDGE OVER THE SONG DAO HA LY IS NOT SERVICE-ABLE FOR THROUGH TRAFFIC FROM THE PORT AREA. THE TRAINS ARE LOADED

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NGA review(s) completed.

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BUT HAVE NOT MOVED SINCE THE RECENT BOMBING OF THE BRIDGES.

WATERWAYS -- A HIGH VOLUME OF WATER-BORNE TRAFFIC IS IN EVIDENCE WITH NUMEROUS BARGES, LCM'S, SL-1'S, AND OTHER SMALL LOGISTIC CRAFT IN THE AREA.

5X1 AN INSET [REDACTED] REVEALS THE FOLLOWING: AREA A CONTAINS FOUR FLATCARS AND FOUR BOXCARS; AREA B CONTAINS TWO BOXCARS; AREA C CONTAINS ONE BOXCAR AND NINE FLATCARS LOADED WITH CRATES; AND AREA D CONTAINS TWO ENGINES, A TENDER, AND SIX BOXCARS. [REDACTED]

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25X1 A COMPARISON [REDACTED] REVEALS THAT THE POSITION OF THE ENGINES, FLATCARS, AND BOXCARS HAVE NOT CHANGED DURING THE FOUR-DAY TIME SPAN. IT IS ALSO NOTED THAT [REDACTED]

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25X1 [REDACTED] HAS MOVED AND [REDACTED] HAS TAKEN ITS PLACE, THE

25X1 [REDACTED] HAS TAKEN THE PLACE VACATED BY [REDACTED]

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25X1 [REDACTED] HAS CHANGED LOCATIONS, AND [REDACTED]

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HAVE REMAINED IN THE SAME BERTHS.

3. COLLATERAL:

SO FAR THIS YEAR, AN AVERAGE OF 4,400 SHORT TONS PER DAY (STPD) OF IMPORTS HAS ARRIVED IN HAI PHONG. AS OF 03 OCTOBER, ROAD AND RAIL INTERDICTIONS HAD REDUCED THE TRANSPORTATION CLEARANCE

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CAPACITY TO ABOUT 2,700 STPD. THE 1,700 STPD SHORTFALL CAN BE
CLEARED BY COASTAL SHIPPING TO THE SOUTH FOR SUBSEQUENT MOVEMENT
THROUGH INLAND WATERWAYS, PRIMARILY TOWARD HA NOI AND NAM DINH.
THE NORTH VIETNAMESE INVENTORY OF 250-TON LIGHTERS (FIVE FOOT DRAFT)
IS ESTIMATED AT MORE THAN 300 CRAFT. THE 1,700 STPD SHORTFALL
COULD BE MOVED OUT OF HAI PHONG BY EMPLOYING AN AVERAGE OF SEVEN
OF THESE LIGHTERS DAILY.¹

[REDACTED] SHIP THAT VISITED HAI
PHONG IN SEPTEMBER INDICATE THAT THE DESTRUCTION OF RAIL AND HIGHWAY
BRIDGES NEAR THE CITY HAS SHARPLY REDUCED THE AMOUNT OF CARGO THAT CAN
BE CARRIED OVERLAND. AS A RESULT, THE VIETNAMESE HAVE APPARENTLY TURNED
TO WATERWAYS AS THE MAJOR MEANS OF CLEARING THE PORT. THE MAIN ROUTES
BEING USED ARE THE SONG DAO LACH TRAY/SONG LUOC, AND UNDER HIGH-WATER
CONDITIONS, THE CUA CAM/SONG THAI BINH/SONG DUONG.

[REDACTED] THERE WAS NO RAIL TRANSPORTATION ACTIVITY
AND LITTLE TRUCK TRAFFIC IN THE CITY DURING LATE SEPTEMBER. THIS WAS
IN CONTRAST TO THE SITUATION IN JUNE WHEN HE HAD SEEN SEVERAL LOADED
TRAINS LEAVING THE PORT DAILY.

[REDACTED] MANY BARGE SECTIONS IN OPEN STORAGE
OUTSIDE THE IMMEDIATE PORT AREA. BARGES WERE EMPLOYED TO UNLOAD SHIPS
TIED UP AT THE WHARVES OR AT ANCHORAGE; MOST REMAINED CLOSE TO THE
SHIPS DURING THE DAY AND MOVED UP THE CUA CAM (RIVER) AT NIGHT. MANY

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CAMOUFLAGED BARGES WERE TIED UP UNDER TREES ON THE SOUTH BANK OF THE CUA CAM.₂

RECENT PHOTOGRAPHS REVEAL THAT MAJOR DREDGING OPERATIONS ARE UNDER WAY ON TWO WATERWAYS BETWEEN HAI PHONG AND HA NOI THAT WERE HERETOFORE CONSIDERED TO BE OF MINOR SIGNIFICANCE.

AT LEAST EIGHT SUCTION-TYPE DREDGES HAVE BEEN NOTED ON THE CANAL DU NGHIA TRU BETWEEN KE SAT AND HA NOI; OTHERS HAVE BEEN NOTED ON THE EASTERN PORTION OF THE SONG BINH DAO. A LOCK WAS COMPLETED RECENTLY AT HAI DUONG BUT IT IS NOT YET OPERATIONAL. ONCE DREDGING HAS BEEN FINISHED AND THE LOCK IS PUT IN USE, A MORE DIRECT WATERWAY ROUTE BETWEEN HAI PHONG AND HA NOI WOULD BE ESTABLISHED. THE CANAL DU NGHIA TRU, USED SINGLY OR IN COMBINATION WITH PORTIONS OF THE SONG BINH DAO, COULD INCREASE INLAND WATERWAY CLEARANCE OF HAI PHONG PORT SUPPLEMENTING THAT ALREADY PROVIDED BY THE SONG LUOC (CANAL) AND THE SONG DUONG (CANAL).₃

¹DIA. Intelligence Bulletin 193-67, 04 October 1967 (SECRET)

²DIA. Intelligence Bulletin 201-67, 16 October 1967 (SECRET)

³DIA. Intelligence Bulletin 204-67, 19 October 1967 (SECRET)

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